

## THE ARIZONA REPUBLICAN

AN INDEPENDENT PROGRESSIVE JOURNAL

TWENTY-FIFTH YEAR

12 PAGES

PHOENIX, ARIZONA, SATURDAY MORNING, NOVEMBER 7, 1914

12 PAGES

VOL. XXV. NO. 166

GERMANS DRIVEN BACK  
TO NORTHERN BORDER  
BY RUSSIAN FORCES

Russian Reports Indicate the Germans Have Been Forced to Retire from the Vistula River to Warthe River Region

MOST IMPORTANT  
RUSSIAN VICTORY

It is Believed, However, There Will Have to Be Another Big Battle on the Warthe Before Russians Again Threaten Silesia

[ASSOCIATED PRESS DISPATCH]

LONDON, Nov. 6.—The Russians report having driven the Germans back to their border in the north and forced the center to retire from the Vistula to the Warthe River. The Russian general staff has turned its attention to the Austrians, who are stubbornly holding positions along the San in Galicia. According to a telegram from Grand Duke Nicholas, the Russians have won a victory more important than any preceding. The Russians say they have again occupied Jaroslavl, north of Pzemyel, capturing 5000 prisoners and much war material.

It is believed here, however, there will have to be another big battle on the Warthe before the armies of Emperor Nicholas seriously threaten Silesia.

In the struggle between the Germans and allies in the west, there is again little, if any, change. The Germans twice balked in the attempt to reach the French coast, are preparing for another attack, which if like the last, is directed at the line held by the British on both sides of the town of Ypres, where for a fortnight some of the most sanguinary fighting of the war has been in progress and where the casualties of both sides perhaps have been larger than those on a more restricted front than that of any previous battle. A Berlin official report claims the Germans have made progress here, but this is a direct contradiction to the claims of the allies, who say they are holding all their positions and have made some gains. Reports from the Dutch frontier state that the Germans are making preparations for retirement, but military observers here say that from the fact that reinforcements are being brought up it is certain they have not yet despaired of breaking through the allies' front and reaching either Calais or Boulogne.

Elsewhere along the great front there is a repetition of isolated encounters, which in a French official statement, are referred to as minor affairs, but which in ordinary wars would be considered fair sized battles. The British fleet, according to unofficial accounts, has again taken action along the Belgian coast, bombarding Knocke and Zeebrugge, where the Germans are supposed to be organizing bases for submarines.

An official press bureau statement issued says:

"The enemy's attack decreased in vigor, the process of pressing them back making slow but steady progress. The advance was most marked south of Dixmude, toward Ghiesveldt, but the weather has been misty and tended to hamper operations."

A German headquarters official by Marcon wireless says:

"Our offensive to the northwest and southwest of Ypres made good progress. At La Bassée, to the north of Arras, in Argonne, we gained ground. Our troops captured important positions southeast of St. Mihiel, inflicting heavy losses on the French. There is nothing important to report in the eastern theater of war."

The admiral says it is believed that the British cruiser Monmouth,

MOVING DAY IS  
FOE OF SOCIETY

KANSAS CITY, Nov. 6.—Moving day was depicted as one of the greatest foes of modern society and the cardinal reason for divorce and vice by John B. Hammond of Des Moines, Iowa, before the International Purity Congress. "The re-establishment of the American home is the only remedy," he said. "The constant shifting of families from one section to another prohibits long acquaintance among young people through which proper life partners are selected. Young people through contact with strangers become bold and practice deceptions, ending in marriage on guess. The deceptions are discovered and lead to the divorce court and often to immorality."

Trip In Private  
Car Is Basis Of  
An Indictment

CHICAGO, Nov. 5.—The trip taken by the late Edward Morris, a packer and seven members of his family to Hot Springs, Ark., January 26, 1912, in a private car, is a basis of the federal indictment of the Chicago and Alton railroad, and W. L. Ross, former vice president. It is alleged that when Morris expressed a desire to go to Hot Springs, Ross had a private car assigned to B. C. Stephenson, an official. Morris, who paid six and one-half fares, took the car while Stephenson occupied a berth in another car.

A Chicago and Alton official says that when Morris boarded the train he was invited to occupy Stephenson's car. The railroad is liable to a penalty of \$20,000 while Ross, who is now president of the Toledo, St. Louis and Western railroad is liable to two years' imprisonment and a fine of \$5000. The statutes require the payment of eighteen full fares for a private car.

which the Germans reported sunk, has not been sunk, but ran ashore. The cruiser Canopus was not present during the battle.

The British government possesses information, it is said, proving conclusively that three large shipments of copper, rubber and other commodities are passing through Italian ports for German destinations. In New York large purchases of copper were made by Rotterdam, Amsterdam and Copenhagen firms, who are reported to be agents of Germany. These shipments were consigned to Italian ports, subject to orders of German controlled financiers. American copper interests will be protected by the payment of cash before the copper is shipped.

Great Britain is determined to use every means to prevent copper reaching Germany, where it will be made into ammunition. Great Britain therefore is diverting copper-laden vessels to Gibraltar, where the cargo will be unloaded and the steamships released. Some of this copper is found marked for Danzig. Other cases are marked to firms connected with Krupp, the great German arms makers.

Since October 25 New York vessels bound for Italy carrying 77,000 tons of copper have been diverted by the British to Gibraltar, and the British claim that several thousand tons more are on the way to Italy, mostly for Genoa. Official figures show that for seventy-five days prior to

(Continued on Page Four)

Say Tax Dodgers Steal  
\$50,000,000 From Cook Co.

[ASSOCIATED PRESS DISPATCH]

CHICAGO, Nov. 5.—Charging that \$50,000,000 has been stolen from Cook county by tax dodgers, MacLay Hoyne, state's attorney, instituted in the county court proceedings which it is said eventually will include 15,000 persons.

A brief hearing revealed about 50 alleged instances of tax dodging and a system to be used by assessors in the office whereby a red mark opposite a property owner's name in the tax book means his assessment has been cancelled by the assessor.

Charles Krueckhoff, assistant chief clerk of the board of assessors, testified that the late A. H. Veeder, was assessed \$5000 worth of personal property last April and for the same amount a year ago. Testimony was interrupted to introduce a copy of an inventory filed in the probate court with Veeder's will showing at the time of his death he possessed personal property to the value of more than \$1,000,000.

The clerk also testified the late Darius Miller, president of the Chicago, Burlington and Quincy rail-

road, was assessed on \$5000 worth of personal property. The records of the probate court introduced show at the time of his death that Miller had personal property valued at \$186,198. Wide discrepancies of the personal property assessments of several corporations were also shown.

Witnesses asserted it was the practice to accept the value placed upon property by the owner rather than the valuation of the assessor. The state's attorney said he would be prepared to ask for warrants on Tuesday and that the proceedings would probably last for six months.

"For fifteen years there has been the grossest discrimination in favor of the minority property owners at the expense of the majority," said Hoyne. "It has been continuous and systematic. I expect to expose the system and show it could not be carried out without the consent and participation or guilty knowledge on the part of public officials and employees. The evils of this system are not the result of accident or mere negligence."

MURDOCK DECLARES PROGRESSIVE  
PARTY IS STILL FAR FROM DEAD

WICHITA, Kan., Nov. 6.—Declaring the progressive elements of American politics were divided by the election on Tuesday Representative Victor Murdock progressive leader of the house and defeated candidate for the United States senate, says the next step of the political evolution will be the disrupting of the solid south and a new alignment that will bring the progressives of all parties together.

"The progressive party, which so many have declared to be dead," he added, "was never so much alive as today; for it is the nucleus around which new forces will gather. The spark of today will be the conflagration of tomorrow."

"Of course the reactionary forces in the lower end of Manhattan Island are expecting the close of congress to serve as a warning to the president to stay his hand. I hope they will not be able to halt Wilson and I do not believe they will."

Executive Committee Meets

NEW YORK, Nov. 6.—The progressive national executive committee met here behind closed doors, three men-

bers and one man holding a proxy attending. There are eight members. Subjects of general interest to the progressive party were discussed. It was announced, but no action was taken, and the meeting adjourned to reconvene on December 2, in Chicago.

These present were George W. Perkins, chairman; William Flinn of Pennsylvania; George O. Priestley of Oklahoma; and Harold J. Jones of Illinois, representing Miss Jane Addams of Chicago.

Theodore Roosevelt did not attend and it is said he sent no message.

THIS VALLEY  
IDEAL PLACE  
TO COOPERATE

An Impression Made Upon Mr. S. S. McClure, Noted Publisher, Who Will Appear in Y. M. C. A. Lecture Course Tonight

Mr. S. S. McClure, publisher of McClure's Magazine and largely interested in other publications, who is to speak at the high school auditorium this evening in the Y. M. C. A. lecture course, arrived on the Santa Fe yesterday morning. He was met at the station by Gov. Hunt, Dwight B. Heard and Harry Blair. While Mr. McClure will be the guest of Mr. Heard, who after breakfast yesterday morning took him for a trip through the north portion of the valley. At noon Mr. McClure was the guest of honor at the dinner of the Rotary club, at which he made a talk along the lines of good government, full of vigorous epigrams and frustrated by interesting personal experiences.

When interviewed as to his impressions of the Salt River valley, Mr. McClure made the following statement:

"I believe that you have here the most remarkable combination of the resources of men, coupled with great opportunity, which I have seen in my travels. In fact in my judgment, you have an unparalleled opportunity for making an ideal co-operative community. Your suburban development is splendid and in my judgment is just in its beginning. The cities of Germany today such as Frankfurt, are taking this matter of suburban development into their own hands and Frankfurt is spending \$100,000,000 in buying suburban property that it may be developed scientifically for the best development of the health and happiness of the people—any profits resulting from the development of this property belonging to the people themselves, who control this development. On Sunday in my talk I shall have something to say on this subject of community development and the organization of community activities, illustrating the great success which Germany is making in this same line. In fact Germany is handling her public problems along lines of efficiency which have no parallel."

"You have here ideal conditions for perfect community organization—here in this place a self contained island, or as you might say, a marvelous Eden, here you can show the great achievement for community development and good government, in other words I believe that you have here the ideal experimental station in the nation, with your unequalled opportunities for production, your immense diversity of crops, the healthful conditions of living and the very evident public spirit of your people. It would seem that nothing possible can stop your constant and remarkable development."

During the stay of Mr. McClure in Phoenix there has been some persistence in alluding to him as "colonel." He disclaims that title, whether bestowed in a military or an honorary sense. He is a thorough democrat and prefers plain, "mister."

When reference was made yesterday to his famous autobiography which has appeared within the year, Mr. McClure replying to a question said that it was prepared entirely from his memory of his recollection and that led to a statement of a fact which most men who write have recognized, and that is that what one writes he forgets. A diary is a mummy preserved. There is no life there. Since that autobiography was written, Mr. McClure said, many of the events described have grown dimmer. In an interview, the man who takes notes misses the best of what he is trying to secure.

Mr. McClure spoke of the superior train service of the west and especially of the Harvey system dinners. That reminded him that twenty-six years ago he visited Europe and among his table companions on the steamer were Col. Fred Harvey, the founder of the system, an English officer who had lately returned from a Balkan war and a young man of the name of Theodore Roosevelt.

Mr. McClure was taken to the Roosevelt dam yesterday afternoon in the company of Mr. Blair, Col. McClintock, Professor J. D. Loper and E. L. Wol-

REPORT SHOWS THERE  
ARE MANY PRISONERS

LONDON, Nov. 6.—A Reuters' Amsterdam dispatch says that Berlin reports the German's concentration camps held the following prisoners: French, 4138 officers, and 188,918 men; Russians, 3121 officers and 186,779 men; Belgians, 527 officers, and 34,307 men; British, 417 officers and 15,729 men. A Berlin report says this does not include the prisoners not encamped.

Incidentally Large Part  
of the Cattle Receiving and  
Packing Industry Transferred  
from Chicago to  
Kansas City

[ASSOCIATED PRESS DISPATCH]

CHICAGO, Nov. 5.—A large part of the cattle-receiving and meat-packing industry of the country, long centered in Chicago, was tonight temporarily shifted to Kansas City, Omaha, St. Joseph and other western cities. The Chicago union stock yards for the first time since their organization in 1865, were closed down for nine days on account of the prevalence of the foot and mouth disease among the cattle.

The quarantine against the stock yards and all other cattle pens in the state became effective at midnight. The state action supplements the federal quarantine against the illness. The packers tonight sent to Kansas City and their other western branches thousands of killers and butchers to kill and dress animals which ordinarily have been sent to Chicago. They announced the products of their other plants will be sufficient to supply the market without a raise in price. The herd of 600 cattle originally found infected was augmented by the discovery of 216 more and 600 hogs. A collection of 800 prize cattle, brought here for last week's dairy show from Canada and twenty-eight states, is still held in quarantine. Disinfection is proceeding night and day. By the middle of the week every animal will be killed, and thousands of pens and miles of water troughs will be cleaned and disinfected.

No more cattle, sheep or hogs are to be received in Chicago until November 16, when business is to be resumed after the yards have been thoroughly disinfected and pronounced free from disease.

Optimistic views are taken of the situation here. All the packers said they had enough stock on hand to run their plants for three or four days and none of them would be entirely shut down. A. G. Leonard, president of the stock yards, said: "By the middle of next week every animal in the yards will have been killed and thousands of pens and miles of water troughs will have been cleaned and disinfected. I feel confident full operations might be resumed by next Thursday, but the clean-up is to be thorough and of such a vital point—the health of our cattle throughout the country—is at stake, a few days' delay more will not matter."

Disinfecting is proceeding night and day at the stock yards. Spectators who formerly from the elevated roadway saw herds of cattle now behold acres of empty pens from the most of which spout streams of pungent disinfectant.

More States Included

WASHINGTON, Nov. 5.—The further spread of live stock foot and mouth disease caused the extension of the federal quarantine to two more states, Iowa and Massachusetts. Cattle, sheep and hogs cannot now be shipped out of Michigan, Indiana, Illinois, Ohio, Pennsylvania, Maryland, New York, Massachusetts or Iowa.

In addition, it is reported, a herd owner himself contracted the disease at Combs, Miss. Federal authorities are urging the states to establish vigorous measures in the infected districts and to prevent children leaving the farms to attend school.

St. Louis Yards Close

EAST ST. LOUIS, Nov. 5.—The National stock yards here will close tonight at midnight and remain closed for fumigation, which, it was stated by officials of the yard, will take at least a week. Butchers tonight said they expected the prices of all meats to increase.

At Peoria Also

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BAKER AND BOIDO  
HEROES OF FIRST  
TWO RACING LAPS

El Paso Race Resolves It—Youthful Phoenician Crosses self into Attempt to Stick on Baker's Tail—Lank Hoosier Leads into Douglas Control

RHODES IS FIRST  
OUT AND IN, TOO

It's a Speed Race and Borderland Route is Offering Pippin of a Chance for Sensational Finale Here Sunday Noon

BY NORMAN WALKER

EL PASO, Nov. 6.—From behind the Mexican mountains the early morning sun burst into a blaze of golden glory as the first leather-headed stooping form shot away from the tape at the cement plant at six o'clock this morning and unfurled down the paved road on the start of the long three-day grind over the Borderland course to the Arizona capital.

It was the start of the first annual motorcycle future. At Rhodes' starting line No. 1 in lamplight and tungsten marked on his white sweater was the first contestant to be sent away from the red chalked line across the paving by Starter J. H. Huxtable. Biblical quotations to the contrary Rhodes was first to check into Douglas, the night control this afternoon at 2:15. He was grimy with desert dust, his engine thickly coated with sand and oil and his face the color of old saddle leather.

The start was witnessed by 500 motorists who drove and rode out to the Portland cement plant to see the start of the three states motor race. The riders from their arms around their bodies like football players on a cold day to keep the circulation going and to permit them to control their top heavy racing machines. The start was with dead machines and the efforts of the riders to get under power and away were like the gymnastics of a monkey before it finally leaves the ground and takes to its true element. Once the pop-pop-popped sounded and echoed in the mountains like machine guns of the Mexican battlefield to the left, the riders were away to glory or defeat with nothing between them and Phoenix but miles and miles of road, an occasional wood wagon and old Pat time.

A Hamtams riding an Indian was the first one to be forced out of the race on account of an accident. The Douglas rider struck a "thank-you-mum" on the Cantillo hill and was injured in the resultant fall. He was brought back to the city but is not believed to have been badly hurt. William Gering of Phoenix, was the second man out because of an accident to his connecting rod but he was soon back in the grid and making up lost time. Hamtams had trouble all the way as his machine locked at the start and threw him into a mesquite brush, but he regained his seat and was beating it for the Borderland prize when he had his bad spill. Frank Bennett, another Douglas contestant had to compete with a Mexican woodwagon for the right of way at the Borderland Inn and had to give way to the next driver following him.

M. S. Graves who entered a Thor, scratched and failed to start.

E. G. Baker, the most feared man in the race because of his transcontinental record, started last, but soon made a runaway of it into Lordsburg. He is expected to open up his speed control on the last lap and an effort is being made to keep him from doing so.

(Continued on Page Two)

CURLEY THOMAS  
ONLY ONE OUT

Republican Rider Hits Mule Team on Mountain Springs Grade—George Currier Has Tire Trouble, But All Others Are Safe

(Special to The Republican.)

YUMA, Nov. 6.—As a result of a record ride across the state of California from San Diego, Lorenzo Boido, riding an Indian, tonight leads the field for the second annual coast to Phoenix motorcycle road race. Back of Boido thirty-one minutes in Arthur Holmes, the San Diego Harley-Davidson rider.

Remarkable as were the performances from the viewpoint of speed, they are still more notable because of the few who were disabled. If George Currier, who rides an Excelsior, arrives tonight late from where he was last seen beside his machine, eighteen miles out in the sand dunes, there will be thirteen out of the fourteen starters in the first night's control. Curley Thomas, riding a Harley-Davidson, was the first to go out. As he ascended Mountain Springs grade, 100 miles out of San Diego, he whirled around a corner and struck a mule team that had just been drawn up across the road. He flew from his machine, which went over a ten-foot embankment. When last heard from he was making his way to Potrero, which is nearby.

Boido averaged 32.7 miles an hour over the first lap of the San Diego-Phoenix motorcycle race. His pace was not a killing one, for he is in excellent shape and would have gone on to Phoenix had the rules permitted. Holmes, who is a second here, received a nasty fall a few miles out, when he struck a cattle-guard on the railroad track and spilled over the bank.

Berg, who reported in next to last, dragged his back wheel, crippled by a badly punctured tire. He said he had ridden ten miles with his wheel dumping the ties. He showed no disposition to quit, however, but will make repairs tomorrow morning and get back in the race.

As a matter of fact, all the machines are in excellent shape. The race has proven two things: That the modern motorcycle is good for any sort of a grind, and that the riders are much better prepared this fall than last. In 1913, Derkum was practically the only rider who had made any great preparations for the race, and he was the only one who had a look in at any part of the contest. That he will not have the same sort of competition this season is certain from the way the Phoenix and San Diego riders have performed today.

Checked in at the night control, the machines were led away as fast as they showed up and placed in Riley's garage, where two men are guarding them tonight. Meanwhile Boss Riley is giving the boys a banquet at the Stag cafe.

The start will be made here in the morning, starting at 7:00, Phoenix time. This will be 6:00 according to Yuma clocks. After Boido the other riders will get away in the order of their arrival at intervals of just five minutes.

The Whole "Dope" on  
The Motorcycle Contests

## EL PASO-PHOENIX RACE

No.	Machine	Rider	Left	Arr.	Run.
1.	Harley	Rhodes	6:00	2:15	8:15
2.	Indian	Ashley	6:01	2:34	9:33
3.	Harley	Bennett	6:04	4:10	10:16
4.	Thor	Oberett	6:07	4:45	10:56
5.	Thor	Oeschner	6:11	5:07	10:56
6.	Ex.	Weyand	6:13	4:11	9:58
7.	Merckel	Highfill	6:15	2:14	8:59
8.	Indian	Baker	6:16	2:16	8:00

## Chapter of Accidents

Numbers 4, Thor, Graves; 9, Merckel, Hanger, and Numbers 14 and 16 did not start, owing to accidents in practice.

Gus Hamtams, Indian machine No. 3 was wrecked and very badly hurt at Borderland Inn, a few miles out of El Paso.

Oscar Fegan, riding Yale No. 10, broke a piston at Myndus, 35 miles out, shipped back to El Paso and left at once with another Yale to enter the track races here.

Gering on Merckel No. 7 broke his frame and is out of the race at Lordsburg.

Keating's Thor has not been heard from this side of Lordsburg.

## SAN DIEGO-PHOENIX

No.	Machine	Rider	Left	Arr.	Run.
1.	Indian	Weitzell	6:00	1:43	7:43
2.	Indian	Boido	6:03	11:49	5:46
3.	Indian	Derkum	6:04	12:52	6:48
4.	Indian	House	6:06	2:04	7:58
5.	Ex.	Artley	6:07	1:39	7:32
6.	H-D	Holmes	6:08	12:25	6:17
7.	H-D	Crandall	6:09	1:05	6:56
8.	H-D	Smith	6:10	12:29	6:19
9.	H-D	Berg	6:11	3:35	9:24
10.	Indian	Franzen	6:12	3:34	9:22
11.	Ex.	Watson	6:13	4:45	10:32

## Chapter of Accidents

Merckel, Selmer, was withdrawn several days before start, but was counted as No. 2.

George Currier and his Excelsior spent last night on the desert, 18 miles out of Yuma. Tire trouble all the way put him out of the running.

Curley Thomas, riding Republican Entry No. 1 hit a mule team on Mountain Springs grade, and his mount went over a ten foot bank.

Neither rider nor machine are badly hurt.